

B. F. TAYLOR,
Secretary.

Lighters and Steam Launches
Supplied.

PHILIPPINE ISLANDS

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sales Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED
General Managers.

NEW SERIES NO. 1942. 日四十月八年七十二精光

THURSDAY, SEPTEMBER 26, 1901.

四拜禮 號六十月九英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

TARO HODSUMI,

Manager.

Hongkong, 12th April, 1901. [11]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 "

T. H. WHITEHEAD,

Manager.

Hongkong, 9th July, 1901. [35]

IMPERIAL BANK OF CHINA:

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels

SUBSCRIBED CAPITAL 5,000,000

Paid-up Capital 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.

HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers, Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
per Annum Fixed Deposits for 3 months

6 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901. [11]

Intimations.

TAILORING DEPARTMENT.

FOR SIX WEEKS ONLY.

Special Offer of Autumn Suitings at the following Exceptional Prices.

FLANNEL LOUNGE SUITS----- \$20

TWEED AND CASHMERE SUITS--- \$29

BLUE SERGE SAC SUITS ----- \$30

WORSTED AND ANGOLA SUITS--- \$33

BLACK TWILL DRESS SUITS---- \$45

LANE, CRAWFORD & CO.

Hongkong, 26th September, 1901. [73c]

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [77c]

Fr. BLUNCK,

SILK LACE MANUFACTURER
AND
EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER
and
SELLER.

TRADE MARK.

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.

Stick to this advice and you'll
never know you have a liver.

WATKINS,
LIMITED.

*Chemists and Aerated Water
Manufacturers.*

Hongkong, 13th August, 1901. [103c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.**PORTLAND CEMENT.**

\$5.50 P Cask of 375 lbs. Net ex Factory.
\$3.30 P Bag of 250 lbs.

SHEWAN, TOME'S & CO.,
General Managers.

Hongkong, 1st June, 1901. [10]

**Today's
Advertisement.**

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"AUSTRALIAN."

Captain Helm will be despatched as above
on SATURDAY, the 28th instant, at Daylight.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric-light.

A Stewardess and a duly qualified Surgeon
are carried.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th September, 1901. [103c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SWATOW AND TIENSIN.

THE Company's Steamship

"LOKSANG."

Captain Leask will be despatched as above
on TUESDAY, the 1st October, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th September, 1901. [103c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are at their
risk being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:-
From London, &c., ex S.S. *Aradia*.
From Persian Gulf, ex S.S. *N. & P.* & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 3rd October, at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 26th September, 1901. [5]

KELLY & WALSH, LTD.

Sole Agents in China, Japan, the Straits Settle-
ments and the Philippines for the**YOST TYPEWRITERS.**

Three record orders have been received for
the Yost, after that machine has been thor-
oughly tested against all other makes, which proves
that the

YOST IS THE BEST TYPEWRITER.

Price \$25.00.

Hongkong, 21st September, 1901.

Just Received.

SLAZENGER'S

FAMOUS

E. G. M.

TENNIS RACQUETS.

Price \$1.00 each.

[103c]

THE

ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

WE HAVE BEEN APPOINTED
SOLE AGENTS

FOR
MARTELL & Co.'s
BRANDIES.

ONE STAR -
THREE STAR -
V.S. O.P. -
V.V.S. O.P.

PER CASE.

\$22

28

44

80

H. PRICE & CO.,
12, QUEEN'S ROAD.

[952c]

Hongkong, 24th September, 1901.

A. CHEE & Co.
17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads, and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [U77c]

**To-day's
Advertisement.**THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL

THE Company's Steamship

"TEENKAI."

having arrived from the above Ports, Consignees of
Cargo are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 3rd October, at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within ten
days after the vessel's arrival here, after which
it does not require any very great intel-
ligence to read between the lines and see
that it is Russia who will ultimately benefit by
the arrangement. France, it is well known,
has designs upon Yunnan and the Two
Kwangs, while Russia's present designs
are concentrated in the North. Thus it
is hardly to be expected that Russia will
for a time abandon her march southwards to
help France, while it is not at all unlikely
that France, who has already pushed up
north with the rest of the Powers, may be
cajoled into assisting Russia for a time on the
understanding that, so soon as matters
are satisfactorily settled, Russia will return
the compliment. Neither France nor Russia
can look upon a successful colonizing
Power, and it would be a thousand pities to
see any large portion of the Chinese Empire
handed over to them. So soon as either
became possessed of any portion of China, it
would mean the closing of the open door
against the trade of the rest of the world,
and that is the great object against which
Great Britain, as the first trading Power,
should fight. It is to be hoped that if France
and Russia work, as we believe they intend
to do, for the break-up of China, that the
other Powers, with Great Britain at their
head will signify their intention of maintaining
the integrity of the Empire. We do not
want China, but we want her trade, and the
best way to maintain our hold upon it will be
to prevent France and Russia seizing
territory. What a pity it is that China is
not in a position to help herself. Could a
reformed Government but be placed in
Power and backed up by Great Britain and
any other nation interested in maintaining
China's integrity, then Russia might once for
all be checked. But nations nowadays do
not willingly enter into war on another's
account without some assurance of ultimate
gain. It does not pay to be too philanthropic
nowadays, and it is doubtful if China
could pay the price demanded for protection.

The Superioress of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cravats
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools
who are taught by the Sisters.

Hongkong, 22nd April, 1901.

[103c]

AN APPEAL.

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Hongkong, 22nd April, 1901.

[103c]

REUTER'S TELEGRAMS.

RUSSIA WANTS MORE MONEY.

LONDON, September 24th.

It is stated in Paris that a favourable
opportunity only is awaited for the public an-
nouncement of a fresh Russian loan.

A NEW CABLE TO THE

PHILIPPINES.

An American company has been formed
to lay a cable from California to the Philip-
pines, via Honolulu.

CLARETS.

ESTABLISHED A.D. 1841.

THE RAIDERS IN NATAL.

The raiding force of Boers in Natal ap-
pears to be returning to the East-north-east.

PRESIDENT MCKINLEY'S

ASSASSIN.

Caolzor, the murderer of President
McKinley, has been found guilty of murder.
He will be sentenced on Thursday.

THE CHARTERED BANK

DIVIDEND.

The Hon. T. H. Whitehead, Manager of the

Chartered Bank of India, Australia and China,
informs us that the following telegram has
been received this morning from the Bank's
head office in London:-

"At the approaching meeting of Shareholders
the Directors will recommend a dividend for
the past half year at the rate of 10 per cent. per
annum, free of Income Tax."

LATER.

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LOCAL AND GENERAL.

THE ARMED ROBBERY CASE

was continued this morning, the police evidence being

gone through and finished. The case was ad-

judged till Monday.

THERE WAS ADMITTED to the Mortuary

yesterday the body of a man, Tse Hop, from

the Woo Kee Matsing in Des Voeux Road.

The cause of death was fractured ribs and in-

ternal hemorrhage.

WE NOTICE Captain L. Groves, more com-

monly known by his disrespectful intimates

as "Tommy Groves", is back in Hongkong

with his wife and family of two. Whatever

Captain Groves intentions are, he knows he

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

Before His Honour T. Sercombe Smith,
Acting Justice of the Peace.

September 26th.

CLAIM FOR \$276.

Messrs. J. Rosset and Company sued the Hongkong and Kowloon Wharf and Godown Company, Limited, to recover the sum of \$276, as damages for the non-delivery, in January, 1900, of twelve cases of Bass and Company's Pale Ale, at \$2 per case.

Mr. J. Hays represented the plaintiffs, and Mr. F. B. Deacon appeared on behalf of the defendants.

In opening the case, Mr. Hays explained that upon the arrival of the cases from London they were placed in the Godown, and after the usual slight delay, while the ship was in harbour, the consigned went to the shipowners with his bill of lading and asked for it to be endorsed. In due course it was given to the Godown Company, and afterwards application was made for the goods. Eighteen cases were taken, and twelve were left in the Godown. On the 26th August, 1899, the plaintiff company were handed by the defendant company, a short delivery note, which of course meant there was balance of goods still in the godown. On the 20th January, 1900, Messrs. J. Rosset and Company sent their shroff to the Godown Company with the short delivery note, and asked for delivery of the remaining twelve cases of ale. He was then informed that the cases had been sold by auction some time previously. After this application had been made unfortunately the plaintiffs mislaid the short contract note and it was not found until the spring of the present year, when the Godown Company were written to and asked for the 12 cases, or to refund the money. In replying, the defendants referred them to the shipowners, the Nippon Yusen Kaisha. The defendant Company, he submitted, could not deny having made a contract; as the short delivery note clearly showed that whatever transactions or dealings they had with the steamship Company, it had nothing to do with the contract which was subsequently made by them with the plaintiff.

The plaintiff, who deposed that he was a merchant and commission agent carrying on business in the Colony, bore out counsel's opening remarks and said that in his dealings with the Godown Company he had previously left goods with them for several months.

Mr. Deacon elicited in cross-examining the witness, that his first received the invoice of the shipment of the goods in the early part of August, 1899. The bill of lading (produced) was made out to order, and the endorsement upon it was addressed to the defendant company. He did not think the Nippon Yusen Kaisha would have been satisfied, upon first seeing the bill of lading, that he had received the goods. He was fully aware that if goods were in the store for an unreasonable length of time, the Godown Company disposed of them.

Lo San Nam, shroff, at present employed by a watchmaker in Queen's Road, said that for some time he was engaged by the plaintiff company, whom he left in April, 1900. He proved that he had been sent to the Godown to fetch the twelve cases of beer and that he was told it had previously been sold by auction.

Mr. Deacon, in opening the case for the defendant company, said the chief line of defence to the action was that there was never any contract between the defendant company and the plaintiffs. There were further points in the defence, but that was the chief one upon which others somewhat relied.

The points in dispute in the action very seriously affected the defendant's business, which was a very large one indeed, and which, if the plaintiffs succeeded, would be materially disturbed. Even supposing the note was a good contract and there was good consideration for the using of it, there was a time limit fixed by that contract within which it must be accepted, and that that time limit was binding as an essential feature of the contract.

Mr. Robert J. McGover, acting secretary to the Godown Company, then gave evidence and the Court adjourned for fifteen minutes.

(Case proceeding.)

OUR LONDON LETTER.

(From Our Own Correspondent.)

LONDON, August 30th.

PRINCE CHUN.

The ludicrous position of affairs in Germany bids fair to rob Prince Chun's mission of such small remainder of humiliation as the merciful instincts of civilization have left to it. The eighteen-year-old boy is, under direction, playing cards skilfully, but, though he might conceivably save his face with any other European monarch, it seems improbable that the Kaiser will allow his dignity to be slighted by the subterfuge of diplomatic illness. The Emperor, having signified his determination to exact three hours from the apologizing envoy of China, is not likely to depart from that very proper demand, although it is stated that once the expiation is made, it is his intention to extend a gracious hospitality to the embassy. Meanwhile, an interested public is inquiring what will be done if both parties remain obdurate.

The Navy has been a good deal in evidence this week,—there have been the reports of the Rations Committee, and of the trial between Minerv and Hyacinth, added to these things there has been the criticism of a German naval expert on our Fleet; in which he gives his opinion that it would not require a very strong hostile navy to defeat us; while Count Lamsdorf indulges in a conversation with M. Delcasse.

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The Rations report, though it observes there is no legitimate ground of complaint, recommends two additional meals per day for hungry Jack, and the abolition of "stoppages."

The programme is now subject to the final

consent of the Emperor, provided that the Prince and suite should be conveyed in procession from Potsdam station through Berlin to the Kaiser's Palace. The imperative need of impressing China with the sanctity of an ambassador's person, having been realized by the authorities, at the very time when it began to be feared that the serious nature of the embassy was in a fair way to be forgotten. The position at present is undoubtedly ridiculous, and neither Berlin nor any other capital is wholly able to resist a desire to laugh, while waiting for the next move.

THE CHINESE ARMY.

The substance of an interview with Mr. Brill, lately in the employ of the Chinese Government, has been cabled home from Calcutta, and though the Press, being in August mood, has hardly commented thereon, a good deal of quiet discussion makes itself heard among China folk at home. Mr. Brill states of his own knowledge, that the German and Japanese drill instructors were never dismissed from their posts in the Imperial Service during the troubles last year, although for some time they abstained from active interference in Chinese army affairs. Now they are all hard at work drilling the troops and advising on the military re-organization introduced by Chung Chi tung. Mr. Brill further points out, that the importation of arms clause in the treaty, is absolutely futile, seeing that arsenals and gun-factories exist in fair numbers throughout the Empire, and are for the most part well equipped and efficiently directed.

MR. BRENNAN'S OPINION.

Mr. Brennan who arrived in London from Shanghai by the last mail has, also been interviewed by the Press, with the object of obtaining his views on the existing condition of affairs. His estimate is extremely gloomy. Mr. Brennan holds that "the position of foreign affairs in China is to-day far worse than it was before the international occupation," formerly there was an impression that foreign interests were, at any rate, in certain extent identical, but recent events have shown more clearly to the Chinese how divergent those interests really are, and have revealed the many jealousies existing between the foreign Powers consequent upon the various lines of policy followed." These and all the many other pessimistic criticisms, made by officials supposed to be

"in the know," are producing among the general public at home, a feeling of impatience, amounting very closely to despair. The editor of a London paper, said to me some weeks ago, that he considered, it useless to devote space to the consideration of Chinese affairs, beyond recording telegrams, because his public had ceased to take interest in a subject which all the experts unite in making more complicated, and more gloomy, whenever they took pen in hand. The same attitude is observable among intelligent men and women, who, in all other Imperial subjects take a really sympathetic even enthusiastic concern. "China" they are apt to say in effect, "China is a nightmare, let us forget it so far as we are able." Without crying peace where there is no peace, there is a growing feeling among the little coterie of China-folk, which from old association, or other cause is profoundly interested in the affairs of the Far-East, that English people should have brought home to their imagination, more of the greatness of our stake, the magnitude of our enterprise, and of our success in China, than is usually suggested, in the outpourings of our big men from Peking, Shanghai, Hongkong, etc.

RUSSIA AND THIBET.

Russia's gradually maturing plans in Thibet are only just receiving from a slow-thinking public the attention which they merit. It was felt that there must be something behind the prospective visit of the Czar to France, and that something with Thibet, is skilfully handled by Mr. Malcolm Fraser in the *Daily Express*. Throughout the war in China, Russian envoys were busy undermining her influence in the adjoining country. They suggested the despatch of an embassy to inquire into the power of China, and the Grand Lama readily swallowed the bait. The Nuncio returned and described the sovereign Government as utterly impotent—so that now Chinese influence is a thing of the past, replaced by the great and growing inclination to invite the protection of Russia. Thibet touches our Indian frontier and is for the moment of greater importance to the Czar than ever before, by reason of the check we have administered to him over the Bagdad railway.

Alongside these various little diplomatic schemes must be placed the determined effort of Russia to obtain an outlet on to the Mediterranean by means of a coaling station in the Piraeus. This would greatly menace our route to India, more especially if the co-operation of France were enlisted, as presumably it will be. Wherefore the Czar interchanges pretty compliments with President Loubet, while Count Lamsdorf indulges in a conversation with M. Delcasse.

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Mr. Brennan who arrived in London from Shanghai by the last mail has, also been interviewed by the Press, with the object of obtaining his views on the existing condition of affairs. His estimate is extremely gloomy. Mr. Brennan holds that "the position of foreign affairs in China is to-day far worse than it was before the international occupation," formerly there was an impression that foreign interests were, at any rate, in certain extent identical, but recent events have shown more clearly to the Chinese how divergent those interests really are, and have revealed the many jealousies existing between the foreign Powers consequent upon the various lines of policy followed." These and all the many other pessimistic criticisms, made by officials supposed to be

"in the know," are producing among the general public at home, a feeling of impatience, amounting very closely to despair. The editor of a London paper, said to me some weeks ago, that he considered, it useless to devote space to the consideration of Chinese affairs, beyond recording telegrams, because his public had ceased to take interest in a subject which all the experts unite in making more complicated, and more gloomy, whenever they took pen in hand. The same attitude is observable among intelligent men and women, who, in all other Imperial subjects take a really sympathetic even enthusiastic concern. "China" they are apt to say in effect, "China is a nightmare, let us forget it so far as we are able." Without crying peace where there is no peace, there is a growing feeling among the little coterie of China-folk, which from old association, or other cause is profoundly interested in the affairs of the Far-East, that English people should have brought home to their imagination, more of the greatness of our stake, the magnitude of our enterprise, and of our success in China, than is usually suggested, in the outpourings of our big men from Peking, Shanghai, Hongkong, etc.

RUSSIA AND THIBET.

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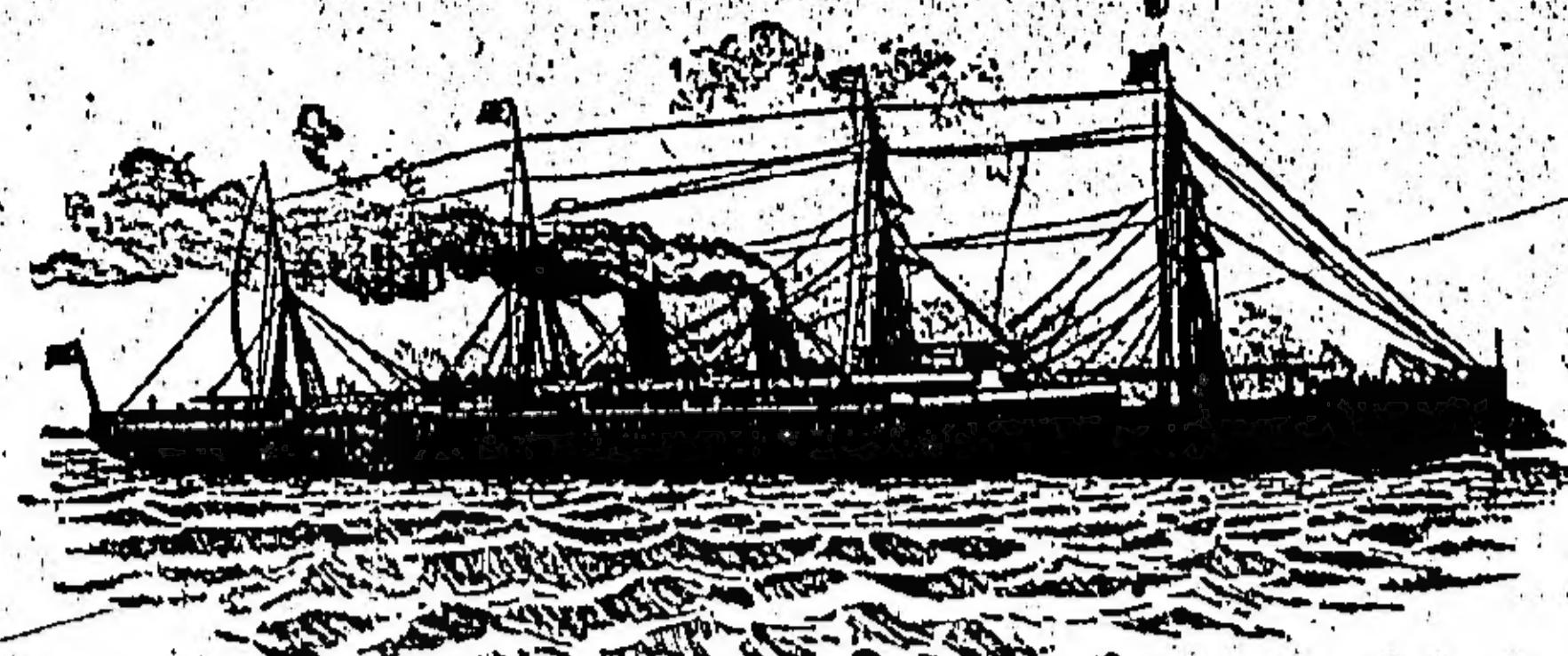
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The substance of an interview with Mr. Brill, lately in the

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

| | |
|--------------------------------|----------------------------------|
| "GAELIC"..... | WEDNESDAY, 2nd October, at Noon. |
| "ALGOA" (P. M. S. S. Co.)..... | On or about the 5th October. |
| "CHINA"..... | SATURDAY, 19th October, at Noon. |
| "DORIO"..... | TUESDAY, 23rd October, at Noon. |
| "PERU"..... | TUESDAY, 12th November, at Noon. |
| "COPTIC"..... | WEDNESDAY, 20th Nov., at Noon. |
| "CITY OF PEKING"..... | SATURDAY, 7th December, at Noon. |

* Via MOJI, KOBE and YOKOHAMA.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued in \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

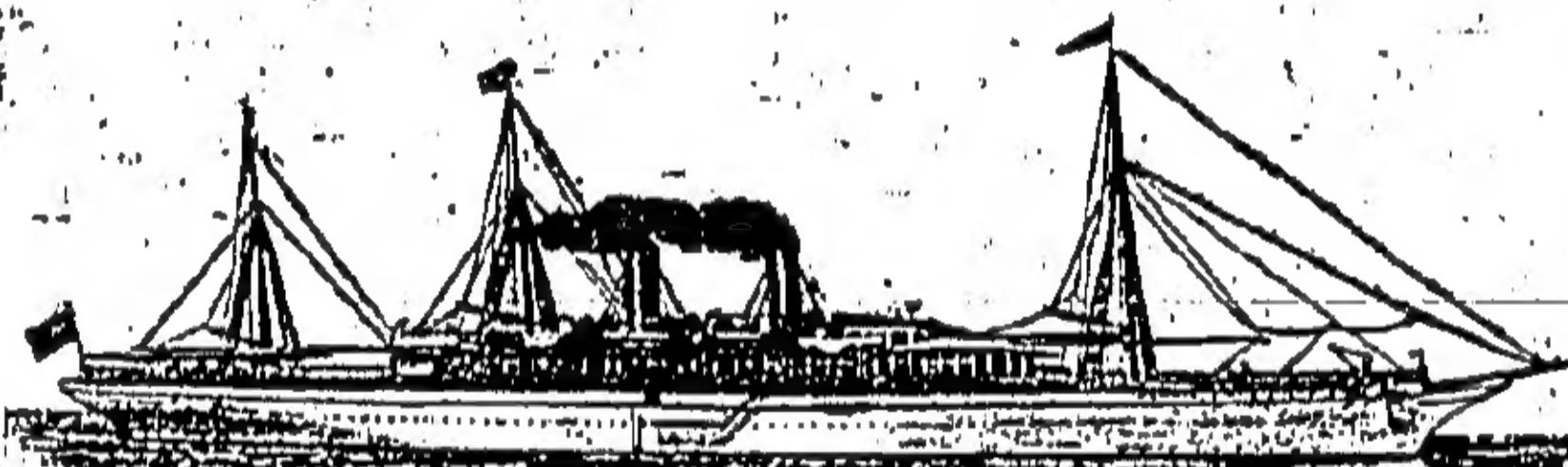
Merchant Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 23rd September, 1901.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd October.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 20th November.

EMPERESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY,

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pidder's Street.

Hongkong, 23rd September, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.
OSTASIATISCHER FACHTDAMPFERDIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE, BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS.

| | | | |
|-------------------|-------------------------------------|-----------|-------------------------|
| ARABIA..... | HAVRE and HAMBURG. | 5th Oct. | Freight. |
| Sachs..... | (Calling at SINGAPORE and COLOMBO). | 19th Oct. | Freight and Passengers. |
| KOENIGSBERG..... | HAVRE, BREMEN, and HAMBURG. | 2nd Nov. | Freight. |
| Christiansen..... | (Calling at SINGAPORE and PENANG). | 15th Nov. | Freight. |
| BAMBERG..... | HAVRE and HAMBURG. | 30th Nov. | Freight. |
| Zurbosen..... | (Calling at SINGAPORE and COLOMBO). | 14th Dec. | Freight. |
| SEGOVIA..... | HAVRE and HAMBURG. | | |
| Foerck..... | (Calling at SINGAPORE and PENANG). | | |
| MARBURG..... | HAVRE and HAMBURG. | | |
| Zachariae..... | (Calling at SINGAPORE and COLOMBO). | | |
| SUEVIA..... | HAVRE and HAMBURG. | | |
| Bojck..... | (Calling at SINGAPORE and PENANG). | | |

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICES, No. 1, Queen's Building.

Hongkong, 20th September, 1901.

INSURANCES.

"L'UNION"
FIRE INSURANCE COMPANY, LTD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.
Hongkong, 1st July, 1901.

ANOTHER STABBING AFFRAY
AT SINGAPORE.

A BEACHCOMBER KNIFES THE SAILORS HOME WATCHMAN.

About 10 o'clock last night, says the *Straits Times* of 16th instant, an Irish-American named McGann, said to be a beachcomber, attempted to force his way into the Sailors Home where he was not residing at the time. Aman Sah, the Kling watchman on duty at the gate of the Home, prevented him entering the premises, and thereupon a dispute ensued. Then McGann deliberately drew an ordinary penknife from his pocket, and stabbed the watchman over the heart, in the ear, on the shoulder, and inflicted two or three other wounds on his body. The unfortunate Kling shouted for help and McGann ran away. He was at once pursued by some European sailors who were staying at the Home. But McGann evaded capture, and one of his would-be captors, a German, received a wound in the shoulder. Some European policemen who were in Police Bahru, next door to the Sailors Home, heard the noise and went to the assistance of the watchman. Sergeant Connor, the Gunpowder Inspector, found the watchman streaming with blood and, having ascertained from him the direction in which his assailant had gone, he also gave chase. McGann tried hard to outdistance the police officer and dashed along Coleman Street into Hill Street. He, however, was no match for the Sergeant, who wears a medal which he won in Ireland some time ago for the 100 yards Championship. The race had lasted more than a quarter of an hour however, and Sergeant Connor came up with his man near the steps at Fort Canning and arrested him. On searching him a razor was found in his possession. After he had been conveyed to the lock-up the Sergeant returned to the place where he arrested him and, in a drain close to the spot, he found a bloodstained penknife. The watchman was sent to hospital and it is thought that, although his wounds are serious, he will recover.

PRESIDENCE.

Cholera is now raging at Sourabaya, Samarang, and Batavia. At the date of last advices it was reported to be on the decrease at Batavia. It is pointed out that the death statistics published fall below the true figures.

Relations of native patients who had died of the disease often do not report the deaths, from fear of the Government burning the dead people's belongings. They object to giving up a portion or the whole of their inheritance to meet sanitary ideas which go beyond their limited understanding. The Government have taken measures to check the spread of the epidemic. A rich Chinaman at one place has undertaken to meet the expense of supplying medicines to Chinese patients. At Samarang, the Chinese sought to ward off the disease by processions with idols and with firing of crackers. This, they fancy, will frighten away the cholera demon.

SUSPICION.

The suspiciousness of the natives in Java is readily aroused by anything unusual about the ring of guilders. The counterfeiting of coin is nothing uncommon there. The other day some guilder pieces bearing the image of Queen Wilhelmina were rejected by both Javanese and Chinese, owing to the dullness of the ring. The coins, on examination, proved to be genuine, but they had been dented by having been often thrown upon stones and hard objects to test the ring. Many coins struck in her father's reign have also fallen short in the ring.

A crying evil in Java is the insufficiency of the circulating medium, to the advantage of money-changers. The result is that, to meet the need, much spurious and counterfeit coin is current. The Government has the power to instill His Majesty the Emperor, says a recent

Kokumin Shinshun.

The Ambassador first read a note which explains his mission entrusted by the Emperor of China. In this letter, the Emperor Kansu stated that the outrage of the 5th moon of last year came unexpectedly and Chancellor Sugiyama lost his life. The Emperor of China sincerely regrets that he could not prevent the disturbances forth-with. He further thanks our Emperor for sending troops to the Capital and expressing always impartial views in connection with the negotiations, thereby easing the minds of the population and assisting in the essential way the re-establishment of peace in the East. Finally he hopes that the Great Emperor will be good enough to keep the old friendship, forgiving the crimes recently committed.

In reply, the Emperor of Japan accepts the apology for the murder of Chancellor Sugiyama by Imperial soldiers. He expresses his hope that the relations with China will become closer than before. He also wishes the speedy realization of the great plans of reforming the state institutions on the part of the Emperor of China.

The prices will be marked on every article. The Superiority helps to receive and merit a large share of public patronage.

ITALIAN CONVENT, 20 Calne Road, Hongkong, 9th September, 1901.

TO LET.

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to PUN HUNG, 85, Queen's Road Central, Hongkong, 17th July, 1901.

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE, 298, Des Voeux Road Central, Hongkong, 5th September, 1901.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 31st July, 1901.

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 31st July, 1901.

TO LET.

A HOUSE in KIPON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 31st July, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply to "STEAM," C/o The Hongkong Telegraph, Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BOARD, of PARIS.

Three years old, in Excellent Condition.

For Price, &c., apply to THE ROBINSON PIANO CO., Hongkong, 27th May, 1901.

THE ROBINSON PIANO CO., LIMITED.

165c

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 10th August, 1901.

1715

PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 10th August, 1901.

1715

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MONTHLY PAYMENT SYSTEM.

Hongkong, 10th August, 1901.

1715

PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 10th August, 1901.</p

Shipping Steamers.**CHINA NAVIGATION COMPANY, LIMITED.**

| FOR | STEAMERS. | TO SAIL |
|---|--------------|--------------|
| TIENTSIN | "KUOKIANG" | 27th instant |
| CHEFOO AND NEWCHWANG | "CHANGSHA" | 28th instant |
| SHANGHAI | "TSINAN" | 3rd October |
| MANILA | "WOOSUNG" | 4th October |
| ILLOO and CHU | "SUNGKIAH" | 4th October |
| MANILA | "KAFONG" | 8th October |
| PORT DARWIN (THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE) | "CHINGTU" | 12th October |
| "KINGTU" | 12th October | |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

| FROM | STEAMERS. | DUE. |
|-----------------------|--------------|---------------|
| GLASGOW and LIVERPOOL | "NESTOR" | 1st October. |
| " | "LAERTES" | 9th " |
| " | "DARDANUS" | 15th " |
| " | "MACHAON" | 23rd " |
| " | "PROMETHEUS" | 28th " |
| " | "ACHILLES" | 6th November. |

HOMEWARDS.

| FOR LONDON | STEAMERS. | DUE. |
|-----------------------|--------------|------------------|
| "AJAX" | "VYRRHUS" | 1st Oct., 1901. |
| "CALOCHAS" | "NESTOR" | 15th " |
| "NESTOR" | "DARDANUS" | 20th " |
| "MACHAON" | "MACHAON" | 24th Nov., " |
| "ULYSSES" | "PROMETHEUS" | 26th " |
| "DARDANUS" | "ACHILLES" | 15th Oct., 1901. |
| FOR FREIGHT, apply to | | 15th Nov., " |

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU," (3,441 Tons Gross, Captain N. Tait), will be despatched for the above Port, TO-MORROW, the 27th instant, at 4 P.M.

This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewards carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, 20th September, 1901. [1038c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 1st October, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO., Agents.

Hongkong, 24th September, 1901. [1037c]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS; LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Louis, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLE via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Tonkin," which vessel takes on her Passengers and Mails leaving that Port on the 10th October, direct to Suez Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th October. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPFORTIN,
Acting Agent.

Hongkong, 23rd September, 1901. [1004c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Stratford..... | | about | Oct. 10

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan. Hongkong, 24th Sep. 1901. [1038c]

Shipping.**STEAMERS.**

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"YUENSANG," Captain Rolfe, will be despatched as above TO-MORROW, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 24th September, 1901. [1040c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 9th October, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23th September, 1901. [1041c]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," and

"KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Rates of Freight and further Information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 25th September, 1901. [1045c]

THE SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"TEENKAI," Tons 4,642, Commander H. C. Harris, is due here on 26th instant and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 24th September, 1901. [1049c]

THE "GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENGYLE," Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 28th August, 1901. [1027c]

THE OSAKA SHOSEN KAISHA, LIMITED.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Port, on SUNDAY, the 29th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd September, 1901. [1026c]

THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Canko to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th September, 1901. [1026c]

THE CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"AIRLIE," Captain George, will be despatched as above on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamer of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th September, 1901. [1032c]

THE JAPANESE CURIOS.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

SOAP.

SANITARY SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & CO., Bank Buildings.

Hongkong, 9th March, 1901. [1047c]

CHS. J. GAUPP & CO., CHRONOMETER WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

NOT ANDA.

CALENDAR.

SEPTEMBER.

| | | |
|--|-------------------|-------|
| Metereological means based on fifteen years' observations to 1898. | | |
| Barometer | 29.755 | " |
| Thermometer | 81.0 | " |
| Humidity | 83. | " |
| Rainfall | 13.482 | " |
| TO-DAY. | | |
| WEATHER REPORT. | | |
| On date at m.m. | On date at 4 p.m. | |
| Barometer | 29.96 | 29.88 |
| Temperature | 83 | 81 |
| Humidity | 75 | 64 |
| Rainfall | 0.63 | " |

TO-DAY.

Thursday, 26th September, 1901.
Chinese—14th of 8th month of 27th year of K'uing-szu.
Sun—Rises 5hr. 52min. Sets 5hr. 52min.
Moon—In Equator 2hr. a.m.
High water—Morning 7hr. 13min.
Afternoon 8hr. 12min.
Low water—Morning 8hr. 53min.
Afternoon 7hr. 40min.
ANNIVERSARIES.

1841—Transport *Nerubuda* wrecked on the Coast of Formosa.
1881—Typhoon on coast of southern Japan, in which British steamer *Esk*, one day out from Nagasaki, is supposed to have foundered with twenty-six Europeans.

TO-MORROW.

Friday, 27th September, 1901.
Chinese—15th of 8th month of 27th year of K'uing-szu.
Sun—Rises 5hr. 52min. Sets 5hr. 52min.
Moon—In Equator 2hr. a.m.
High water—Morning 7hr. 13min.
Afternoon 8hr. 12min.
Low water—Morning 8hr. 53min.
Afternoon 7hr. 40min.
ANNIVERSARIES.

1702—George Cruickshank born.
1851—Treaty of Commerce between Britain and Belgium.
1873—American dollar assayed by the Chinese Government.
1898—Sir H. Kitchener raised to the peerage.

AGENDA.

TO-MORROW.
A. J. S. N. Co.'s steamer *Carinthia* leaves for Singapore, and Bombay.
4 p.m.—N. Y. K. steamer *Rosetta Maru* leaves for Manila.
5 p.m.—I. C. S. N. Co.'s steamer *Yuenlong* leaves for Manila.

SATURDAY, 28th.
Noon—P. & O. Co.'s steamer *Chusan* leaves for Bombay.
Noon—Ordinary Meeting of Shareholders of the Douglas Steamship Co., at the Company's office.

3 p.m.—I. C. S. N. Co.'s steamer *Lokang* leaves for Tientsin-via Swatow.

SUNDAY, 29th.
Q. S. K. Co.'s steamer *Daijin Maru* leaves for Tamsui via Swatow and Amoy.

TUESDAY, October 1st.
3 p.m.—D. S. S. & Co.'s steamer *Lightning* leaves for Calcutta.
9 p.m.—Regular Meeting of the Zeland Lodge at the "Freemason's Hall," Zeland Street.

Cargo ex *Inaba Maru* subject to rent.
Cargo ex *Carinthia* subject to rent.
Cargo ex *Richmond Castle* subject to rent.

WEDNESDAY, 2nd.
O. S. K. Co.'s steamer *Maidury Maru* leaves for Anping, via Swatow and Amoy.

MONDAY, 7th.
1 p.m.—M. M. Co.'s steamer *Natal* leaves for Marseilles via Bombay.

SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:

August 23rd.
Mr. Short is temporarily chief officer of the *Hatching*.

Mr. Williams is appointed 3rd officer of the *Haitian*.

Captain Evans is temporarily commanding the *Hatching*, vice-Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Hainan*.

Mr. Musgrave is appointed 3rd engineer of the *Thales*.

Mr. E. Sayer is appointed 2nd engineer of the *Thales*.

Mr. E. H. Kirman, late of American ship *M. Lagune*, is now 4th officer of the *Glenyle*.

August 26th.
Capt. Davis has resumed command of the *Hatching*.

Mr. Evans, chief officer, has returned to the *Hatching*.

Mr. Short, 2nd officer, of the *Haitian*, has returned to that ship.

August 30th.
Captain W. Passmore has taken over the command of the *Hainan*.

Mr. Walters has joined the *Hainan* as 3rd engineer.

September 11th.
The officers of the *Flandria* (Capt. F. Eichbaum) are:—chief officer W. Schnake, 2nd E. Lehmann, chief engineer M. Biese, 2nd C. Petersen, 3rd H. Brandt, assistant engineer H. Dittmann.

September 20th.

Mr. Bowis is acting 2nd officer of the *Haitian* vice Mr. Short on leave.

Mr. Attwood has joined the same ship as 3rd officer.

September 23rd.

The officers of the s.s. *Dignante* (Capt. Rattembury) are:—chief officer A. J. Motley, and A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, and J. Potts, 3rd M. Wilson, doctor S. Castro.

SHIPPING AND MAIL NEWS.

March 1st.
Canadian *Empress of China* 30th instant.
Indian (*Kutuban*) 1st prox.
German (*Sachsen*) 1st prox.
German (*Pruisen*) 1st prox.
American (*Hawkins Maru*) 1st prox.
Australian (*China*) 1st prox.
American (*Doris*) 18th prox.

The N. Y. K. Co.'s steamer *Sanuki Maru* (European Line) left Kobe via Moji on this port on the 25th inst., and is expected to arrive here on the 2nd prox.

HONGKONG AND WHAMPOA DOCK RETURNS.
Georges Valentine ... at Kowloon Dock.
Olympia ... " "
Victoria ... " "
Zafiro ... " "
Clara ... " "
Alvoa ... " "
Elcano ... " "
Changsha ... " "
Caution River ... " "
Charterhouse ... " "
Munchen ... " "

PASSED THE CANAL.

Outward—30th August—*Anapa*, *Tienkai*, 6th September—*Salasie*, *Socora*, *Herminia*, *Prima*, 10th September—*Berslond*, *Sachsen*, *Adana*, *Segavia*, *Chalon*, *Pembroke*, 13th September—*Armand Bebic*, *Shirane Maru*, *Nestor*, *Neckar*, 17th September—*Glenfield*, *Ettrickdale*, *Forrester*, *Mercur*, 20th September—*Feronia*, *Marburg*, *Japan*, *Rheine*, *Hanyang*, 24th September—*Queen Christina*, *Erzherzog Franz Ferdinand*, *Kiautschou*.

Homeward—16th September—*Decauville*, *Sado Maru*, 13th September—*Konig Albert*, 17th September—*Malacca*, *Acis*, 20th September—*Oceanien*, *Hudson*, *Pelus*, 24th September—*Kawachi Maru*.

Anniversary.

1841—Transport *Nerubuda* wrecked on the Coast of Formosa.

1881—Typhoon on coast of southern Japan, in which British steamer *Esk*, one day out from Nagasaki, is supposed to have foundered with twenty-six Europeans.

TO-MORROW.

Friday, 27th September, 1901.

Chinese—15th of 8th month of 27th year of K'uing-szu.

Sun—Rises 5hr. 52min. Sets 5hr. 52min.

Moon—In Equator 2hr. a.m.

High water—Morning 7hr. 13min.

Afternoon 8hr. 12min.

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ANNIVERSARIES.

1702—George Cruickshank born.

1851—Treaty of Commerce between Britain and Belgium.

1873—American dollar assayed by the Chinese Government.

1898—Sir H. Kitchener raised to the peerage.

THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 26th.)

| COMPANIES. | PAID UP VALUE. | LATEST QUOTATION. |
|---|----------------|----------------------------|
| Hongkong and Shanghai Banking Corporation | \$ 125 | \$605 sales |
| The Bank of China and Japan, Limited—(Preference) | \$ 5 | nominal |
| The Bank of China and Japan, Limited—(Ordinary) | \$ 4 | £0.15 |
| The Bank of China and Japan, Limited—(Deferred) | \$ 1 | £5.5 |
| National Bank of China, Limited—Do. Founders | \$ 8 | £28 buyers \$15 sellers |

Banks.

| | | |
|---|--------|----------------------------|
| Hongkong and Shanghai Banking Corporation | \$ 125 | \$605 sales |
| The Bank of China and Japan, Limited—(Preference) | \$ 5 | nominal |
| The Bank of China and Japan, Limited—(Ordinary) | \$ 4 | £0.15 |
| The Bank of China and Japan, Limited—(Deferred) | \$ 1 | £5.5 |
| National Bank of China, Limited—Do. Founders | \$ 8 | £28 buyers \$15 sellers |

Marine Insurances.

| | | |
|--|-------|--------------|
| Union Insurance Society of Canton, Limited | \$ 50 | \$340 buyers |
| China Traders' Insurance Company, Limited | \$ 25 | \$60 sellers |
| North China Insurance Company, Limited | \$ 25 | Tuels 102 |
| Yangtze Insurance Association, Limited | \$ 60 | £12.5 |
| Canton Insurance Office, Limited | \$ 50 | £170 |
| Straits Insurance Company, Limited | \$ 20 | nominal |

Fire Insurances.

| | | |
|--|-------|------------|
| Hongkong Fire Insurance Company, Limited | \$ 50 | £140 |
| China Fire Insurance Company, Limited | \$ 20 | £82 buyers |

Shipping.

| | | |
|---|-------|---------------|
| Hongkong, Canton, and Macao Steamboat Company, Limited | \$ 15 | \$344 buyers |
| Indo-China Steam Navigation Company, Limited | \$ 10 | \$137 buyers |
| China and Manilla Steamship Company, Limited | \$ 50 | \$59 sellers |
| Douglas Steamship Company, Limited | \$ 50 | \$433 buyers |
| China Mutual Steam Navigation Company, Limited—(Preference) | \$ 10 | nominal |
| China Mutual Steam Navigation Company, Limited—(Ordinary) | \$ 5 | nominal |
| Star Ferry Company, Limited | \$ 10 | nominal |
| "Shell" Transport and Trading Company, Limited | \$ 10 | £12/6 sellers |

Refineries.

| | | |
|---------------------------------------|--------|---------------|
| China Sugar Refining Company, Limited | \$ 100 | \$151/4 sales |
| Luzon Sugar Refining Company, Limited | \$ 100 | \$36 sellers |
| Punjom Mining Company, Limited | \$ 9 | \$5 sellers |
| Punjom Mining Preference Shares | | |

THE HONGKONG TELEGRAPH, THURSDAY, SEPTEMBER 26, 1901.

Post Office.

A Mail will close:
For Canton—Per *Houam*, to-morrow, the 27th instant, at 7.30 A.M.
For Shanghai—Per *Bengal*, to-morrow, the 27th instant, at 8.30 A.M.
For Taku—Per *Eridan*, to-morrow, the 27th instant, at 11 A.M.
For Macao—Per *Huangshan*, to-morrow, the 27th instant, at 1.15 P.M.
For Manila, Thursday Island, Townsville, Brisban, Sydney and Melbourne—Per *Rosetta*, *Maria*, to-morrow, the 27th instant, at 3 P.M.
For Hankow—Per *Robert Dickinson*, to-morrow, the 27th instant, at 3 P.M.
For Tientsin—Per *Kiukiang*, to-morrow, the 27th instant, at 4 P.M.
For Manilla—Per *Yungsang*, to-morrow, the 27th instant, at 4 P.M.
For Canton—Per *Falshau*, to-morrow, the 27th instant, at 5 P.M.
For Bangkok—Per *Takang*, to-morrow, the 27th instant, at 5 P.M.
For Europe, &c., India, via *Tuticorin*—Per *Churni*, on Saturday, the 28th inst., at 11 A.M.
For Swatow, Amoy, Chefoo and Newchwang—Per *Changchun*, on Saturday, the 28th instant, at 4 P.M.
For Amoy, Tamsui and Tientsin—Per *Daijin Maru*, on Saturday, the 28th instant, at 5 P.M.
For Amoy, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Olympia*, on Tuesday, the 1st Oct., at 11 A.M.
For Singapore, Penang and Calcutta—Per *Lightning*, on Tuesday, the 1st Oct., at 2 P.M.
For Swatow and Tientsin—Per *Lukang*, on Tuesday, the 1st Oct., at 2 P.M.
For Shanghai, Nagasaki, Keiu, Yokohama, Honolulu and San Francisco—Per *Gaelic*, on Wednesday, the 2nd Oct., at 11 A.M.
For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Airlie*, on Thursday, the 3rd Oct., at 10 A.M.
For Europe, &c., India, via *Tuticorin*—Per *Preussen*, on Thursday, the 3rd October, at 11 A.M.
For Shanghai—Per *Tsinan*, on Thursday, the 3rd October, at 4 P.M.
For Shanghai—Per *Woo-sung*, on Friday, the 4th Oct., at 2 P.M.
For Manila—Per *Sungkang*, on Friday, the 4th Oct., at 4 P.M.
For Iloilo and Cebu—Per *Kaisong*, on Tuesday, the 8th Oct., at 4 P.M.
For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Thursday, the 10th Oct., at 3 P.M.
For Manila, Port Darwin; Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtu*, on Saturday, the 12th October, at 4 P.M.

OPIUM QUOTATIONS.

| | Hongkong, 26th September. |
|--------------------------------------|---------------------------|
| To-day's quotations are as follows:— | |
| BENGAL—New Patna | 60/30/35 |
| New Benares | 60/70/10 |
| Old Benares | 60/90/10 |
| Old Patna | 60/90/10 |
| Per picul. | |
| MALWA—This and last year's new | 60/80/70 |
| 2/3 years old | 88/00/60 |
| 4/5 years old | 90/00/60 |
| Puttore | 920 |
| PERSIAN—Fine quality | 80/00/30 |

RIVER STEAMERS, SCHOONERS, AND LOCHAS.

| | Hongkong, 26th September. |
|--------------------------------------|---------------------------|
| To-day's quotations are as follows:— | |
| BENGAL—New Patna | 60/30/35 |
| New Benares | 60/70/10 |
| Old Benares | 60/90/10 |
| Old Patna | 60/90/10 |

CELESTE BURKHILL, British steamer, 1,764, C. A. Treffry, 29th May—Manila 9th May, Ballast—Arnold, Karberg & Co.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug., Ballast—Order.

MANUEL LLAGUNO, American ship, 1,664, D. A. Vanhorn, 16th Sept.—Chefoo 28th Aug., Ballast—Arnold, Karberg & Co.

I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July, General—Arnold, Karberg & Co.

KENTMERE, British ship, 2,347, Bundy, 19th Sept.—New York 5th May, Oil—Standard Oil Co.

LAUNDERGA, American bark, 906, McDougall, 14th Aug.—Cebu 6th Aug., Ballast—Master.

L. SCHEPP, American ship, 1,673, Kendall, 5th July—Manila 25th June, Ballast—Carlowitz & Co.

MANUEL LLAGUNO, American ship, 1,664, D. A. Vanhorn, 16th Sept.—Chefoo 28th Aug., Ballast—Arnold, Karberg & Co.

SEA WITCH, American ship, 1,723, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.

STATE OF MAINE, American ship, 1,407, Colcord, 8th Sept.—New York 4th May, Kerosine—Standard Oil Co.

SUSQUEHANNA, American ship, 2,590, M. T. Bailey, 24th July—Manila 17th July, Ballast—Siemssen & Co.

HERMAN MENZELL, German steamer, 1,125, Shuit, 18th Sept.—Newchaw 12th Sept., Beans—E. A. Trindell Co.

INABA MARU, Japanese steamer, 6,000, Wm. Bainbridge, R.N.R., 24th Sept.—London via Paris 16th Aug., General—Nippon Yusen Kaisha.

KACHIDATE, Japanese steamer, 2,347, S. Fujiki, 24th Sept.—Kuchinotzu 10th Sept., Coal—Mitsui Bussan Kaisha.

KOH-SI-CHANG, German steamer, 1,291, Leuss, 21st Sept.—Bangkok 14th Sept., General—Butterfield & Swire.

KONG BENG, German steamer, 862, Müllermann, 24th Sept.—Koh-si-chang 18th Sept., Rice—Melchers & Co.

LIGHTNING, British steamer, 2,142, J. G. Spence, 20th Sept.—Calcutta 31st Aug., Penang and Singapore 14th Sept., General—David, Saseun Sons & Co.

LOOSKOM, German steamer, 1,020, T. Fuchs, 23rd Sept.—Bangkok 16th Sept., Rice—Butterfield & Swire.

MAUSSEN, British steamer, 1,204, W. D. Welsh, 25th Sept.—Sandakin 17th Sept., Timber—Jardine, Matheson & Co.

MICHAEL JEBSEN, German steamer, 710, J. Jessen, 25th Sept.—Haiphong and Hoitow 24th Sept., General—Jebsen & Co.

OLYMPIA, American steamer, 1,730, John Truebridge, 25th Sept.—Tacoma via Japan 24th Aug., General—Doddwell & Co., Ltd.

PHRA NANG, German steamer, 1,021, Mangold, 24th Sept.—Bangkok and Koh-si-chang 17th Sept., Rice and Wood—Butterfield & Swire.

PROGRESS, German steamer, 687, H. Meyer, 25th Sept.—Touren 22nd Sept., General—Siemssen & Co.

ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 24th Sept.—Yokohama via Ports 17th September, General—Nippon Yusen Kaisha.

TAKSAM, British steamer, 977, W. P. Baker, 22nd Sept.—Bangkok 16th Sept., General—Jardine, Matheson & Co.

TRIGONIA, British steamer, 1,069, Powell, 20th Aug.—Shanghai 16th Aug., Kerosine—Arnold, Karberg & Co.

VICTORIA, American steamer, 2,112, J. Pantin, 1st Aug.—Tacoma, U.S.A. 4th July, General—Doddwell & Co., Ltd.

VICTORIA, Swedish steamer, 980, J. A. Hillberg, 22nd Sept.—Java 11th Sept., Sugar—E. A. Trindell Co.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 24th Sept.—Manila 20th Sept., General—Jardine, Matheson & Co.

Sailing Vessels.

CELESTE BURKHILL, British ship, 1,764, C. A. Treffry, 29th May—Manila 9th May, Ballast—Arnold, Karberg & Co.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug., Ballast—Order.

LEOPARD, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

LIBERAL, Portuguese gunboat, 558 tons, Comdr. Jose da Cunha Lima, Macao.

MARIA THEREZA, Austrian cruiser, 1,633 tons, 5,000 guns, 9,755 i.h.p., Capt. V. Bless.

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